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The Daily Press.

HONGKONG, JANUARY 6TH, 1910.

Has Mr. URZ of Scotland been visiting
China? If he has not been amongst us
in person his spirit has not been far absent;
at all events its telepathic effect has been
conspicuous in recent developments at
Peking. We must, indeed, go to the
member-for-Linlithgowshire for a similar
display of inconsequential incongruities as
we have recently been treated to from the
capital. Prince Tsai Tsai, according to a
contemporary usually well informed in
affairs relating to the Chinese Government,
is stated to have said, in discussing the
currency question with the members of the
Waiwupu, that the confusing variety of
coins and notes in circulation in China is
largely due to the importation of foreign
money, and to have a uniform currency,
foreign money must be first kept out of the
country! Now one of the curious and not
easily explicable things about China is that
China has never instituted a regular coinage,
and twenty-one centuries ago her coinage
was in the same hopeless condition as in
this twentieth century. One of the wonder-
ful things found by the great traveller and
statesman CHANG K'EN on his visit to the
West, and deemed worthy of special note,
was that contemporary Parthia possessed a
standard silver coinage, stamped with the
image of the King, which was changed on
the accession of a new monarch. We know
from numerous specimens of the coins
preserved in our museums that the Parthian
coinage was of regular weight and fineness,
and might well have served as an object

lesson to the Chinese, whose only attempt
at money at the period was a roughly-cast
bronze ingot with a hole in it, and bearing
simply the two characters *pan-liang* (half a
tael), without any mint mark or stamp of
authority as evidence of its genuine character.
Presumably, as in the earlier Roman Age, its
weight had corresponded with the half tael
of the inscription, but the process of debasement
had already begun, and CHANG K'EN
was evidently struck by the wide difference
between Parthian order and Chinese neglect
of the standards.

As in the cases of the conveyance of
correspondence, and the administration of
the laws of the land, the Chinese Govern-
ment, as such, has never in all its history
risen to an imperial sense of its responsibilities
in the national standards. Laws and
their administration, the post office and its
various duties and ramifications, weights
and measures, and finally the monetary
administration of the Empire have at all
periods been left to take care of themselves
without aid or assistance from the Central
Government, and have fallen into private
hands; or unconsciously have adopted, in the
entire absence of any system of home
control, the momentarily most convenient
foreign standard. The great emperor and
statesman, T'SIN SHIHWANGTI, did indeed on
his final reduction to order of the State
conquered by his arms issue a proclamation
enjoining on all uniformity of weights and
measures, but he had grown old, and those
invested with his authority, though to
outward appearance carrying out his orders,
paid little attention to their inwardness.
H. E. TUAN FANG in his catalogue of anti-
que bronzes represents some eighteen or
twenty of these standards, all bearing and
authenticated by a copy of the proclamation,
which yet differ in toto amongst themselves:
the whole scheme in the absence of a
sufficiently advanced public opinion had,
indeed, proved a failure even in the lifetime
of its originator. What, however, the
Government, as such, and succeeding Govern-
ments after it, failed to do has been in part
attained by private enterprise. In the
matter of currency China owes to her banking
system the preservation of the standards,
and it is curious to observe that while
debasement has been the rule in every system
started by the Government, in the hands of
the private bankers the weight of the money
metal has remained almost unchanged for
the last two thousand years. The same
may be said of the purity of the silver,
which in bulk forms the only standard of
mercantile exchange in China. In Govern-
ment transactions since the time of T'SIN
SHIHWANGTI, the cash has always been the
medium, but with the false traditions of
governmental rights and duties, no Govern-
ment has ever failed when in difficulties
financially to have recourse to debasement.
Most Governments have commenced with a
display of regard for the purity of the cur-
rency, amongst others the Ta T'sing dynasty,
the coins of whose earlier monarchs are a
model of the best that could be attained
under the conditions, but since that period
there has been a marked falling off; in the
reign of the debauched and incapable Hsueh
Fung, this debasement had reached its
utmost limit. The coins issued had come to
consist of flat pieces of impure brass no
thicker than paper and not more than a third
of an inch in diameter, the greater portion
of which was occupied by the hole: they were
in fact absolutely valueless. To remedy
this by some show of amendment, large
coins, but still of the most impure metal, were
issued bearing the legend, "good for ten,"
or "good for a hundred," but the material
was so bad that the beggars even refused to
receive them, and threw them away in
thousands in the streets of Peking, where
for years they remained, not worth the trouble
of picking up. This was China in her
own line of currency, which her flatterers
would gladly make believe was Chinese
coinage unadulterated by foreign inter-
course. The cash was, however, like the
old money of Sparta, too inconvenient
and debased to be available for any-
thing more than the ordinary daily transac-
tions of a household, while the bulky gyoce
of the banks was too unwieldy for aught but
wholesale transactions, so that in the six-
teenth century, when Spain annexed the
Philippines, a new medium appeared which
was found to answer admirably all the re-
quirements of commerce, being available
alike for small and large transactions;
while its invariability of weight and fineness
supplied a long-felt want in China of some
trustworthy medium of exchange. This was
the old Spanish dollar, which in a short
time became the universal currency of the
land. It was thus, and to supply China's
own sins of omission, that foreign coin
became naturalized in China, and not from
any idea of increasing the complications
already existing. For many years the old

Spanish dollar supplied the needs of the
Chinese, people and government alike, and it
was not till the year 1856 that any signs were
apparent of a possible change. The change
came about, not from the discovery of any
unsuitability in the medium, nor from any
suspicion cast upon its intrinsic value. It
proceeded from causes quite different, and
in no wise affecting the suitability of the
medium. Owing to the general weakening
of Spain, the supply had, in fact, fallen off,
with the consequence that the coin acquired
a fancy value, far in advance of its intrinsic
worth. To remedy the difficulty the Mexican
dollar was introduced, and for many years
filled the gap; but owing to causes not
connected with China the supply of the
Mexican dollar is beginning to fall off, and
the coin is acquiring an altogether fictitious
value, but this fictitious value does not
proceed from any process of debasement or
the contrary, in which particular the Mexican
has acted as a wholesome lesson, however
regarded, to the Chinese Government. Here
the conduct of the Mexican Government has
been in honourable contrast to that of
China. Some years ago China promised to
supply coins herself for her own internal
commerce, and the decision was hailed
with satisfaction by all the foreign
Powers without exception, and it may safely
be said that if China had acted honestly
there would by this time have been not a
single coin of foreign origin in circulation.
But did China act honestly when she had
the chance of getting rid of what she would
like to call the incubus of foreign coin? Let
the experience of her own debased issues
answer the question. Debased dollars,
debased subsidiary coinage, and last but not
least, debased cash-pieces, surely ought to
be sufficient to convince even the Chinese
Government that in matters of currency,
as well as in the ordinary dealings of the
merchant, honesty is not only the best but
the only policy to keep a nation out of
bankruptcy. China does not want her Uzes,
and the sooner she dismisses them from her
service the better for her happiness.

Mr. Lee Jones returned to his duties at the
Supreme Court yesterday after a holiday at
Home.

Further changes are being made at the Kow-
loon Dock. We understand that the Portu-
guese clerical staff have resigned.

Mr. K. McLennan has been appointed land
officer for the district around Kowloon in the
New Territory and the islands.

His many friends will regret to learn that
Mr. C. G. Mackie, Secretary of the Gymkhana
Club, is suffering from an attack of typhoid
fever.

Su Ping-hui, of Canton, has had conferred
on him the button of the first rank for prom-
oting the subscription of a large sum of money
towards the educational fund.

The administration dispute, which commenced
in the Supreme Court on Tuesday, was con-
tinued yesterday, Sir Henry Berkeley resuming
his opening statement.

Rev. W. H. Hewitt introduced the subject of
discussion, "Foreign Missions," at the meeting
held in connection with the universal week of
prayer at the Berlin Mission, Bonham Road,
this afternoon.

H. E. Chang Jen-ann, Viceroy of Liang-
Kiang, has recommended King Kung-yan
to proceed to the Dutch Indies to invite
subscription from the Chinese residents there
to support the relief fund of the sufferers in
Kiangpoh.

Fishing rights in South China, occupies the
attention of the officials. China's fishery
interests are described as having been disturbed
in these waters, and the authorities are reported
to be communicating with the Peking Govern-
ment relating to the matter.

A report from the Japanese Consul at Chetoo
says that the number of steamers plying
between Tsingtau and Vladivostok is on the
increase. The cargo is chiefly cattle, provisions
and daily commodities, the passengers being
Chinese emigrants.

The Ministry of Finance in a memorial to
the Throne states that Customs duties in
Chili have been lessened a great deal owing to
the suppression of opium. The Board request
the Throne to grant permission for an increase
in the price of salt in order to compensate for
the opium duties.

The Imperial English and Chinese Diary and
Almanac for 1910, annually issued by Messrs.
Kelly & Walsh, has made its appearance, and
most people will be glad to renew acquaintance
with this valuable desk companion. It is
brought up to date and the business men in the
Far East are certainly indebted to Messrs.
Kelly & Walsh for their useful publication.

An attempt by a wealthy Chinese to smuggle
a motor-car was balked by the Customs officers
at Soumbaya in Java. The Chinese declared
the value of the car for import duty at 7,000
guilder, but a Customs officer became suspicious
and consulted experts. They valued the motor-
car at 21,000 guilders! The Chinese importer
was fined 15,000 guilders. He had, besides, to
pay the duty on a valuation of 21,000 guilders.
His offer to pay by cheque was refused, cash
payment being demanded.

A fire which did damage estimated at
¥150,000 occurred at the Club Hotel, Yoko-
hama, on the 26th ult. The greater part of the
main building was destroyed. It is stated
by the Japan Mail that the hotel building was
insured with a foreign fire insurance company,
the agents of which are Messrs. Dodsell & Co.,
Limited.

Mr. J. R. Wood sat alone at the Magistracy
yesterday morning, and disposed of a long list of
cases, but there were few of public interest.
Two junk masters were fined \$4 each for failing
to exhibit the regulation lights while under way;
the master of a sampan, for applying for
hire in a prohibited place, was fined \$3; for
being in unlawful possession of a number of
knives and forks, a native was fined \$5 or
fourteen days; and for stealing a quantity of
rice from No. 12, Canton Road, Taimohatsoi,
his Worship sentenced a coolie to three weeks'
imprisonment and four hours' stocks.

Viceroy Hsi called together to Mukden
recently the representatives of all the Chinese
Guilds and Trade Unions of South Manchuria
and exhorted them in the most emphatic terms
to remove the bad blood that has been worked
up by the ignorant mischief-makers against
Japanese wares with the result that a secret
movement for boycotting Japanese goods has
been carried on at several trade centres, to the
detriment of even the Chinese tradesmen, who,
on this account, have been forced to pay dearer
prices for imports coming from the Western
markets, besides interfering in no light measure
with the best relations subsisting between China
and Japan. This severe admonition, says the
Manchu Nichi-nichi Shinbun, has had the
desired effect and has laid the boycott agitation
at rest.

ALLEGED ROBBERIES.

A peculiar case of alleged robbery, in which
three men were charged with snatching a
hairpin from a prostitute at Yamutai, was dis-
posed of by Mr. J. R. Wood at the Magistracy.
It appears that while the woman was walking
along the street with a Chinese detective from
the Central Station she carried three passes by
of snatching the hair ornament mentioned.
The detective arrested them and charged them
as stated, but his Worship was not satisfied
with the evidence and dismissed the case. It
is now understood that the detective will be
charged with wrongful arrest.

On the 29th ultimo five men entered a house
at 247, Reclamation Street, Yamutai, which
was occupied by an old lady, whom they ordered
to keep quiet. Before she had time to scream,
however, she was gagged and a hood was thrown
over her head. The robbers, who were armed
with knives, then proceeded to ransack the
house, and departed with goods to the value of
\$60. As soon as the tenant of the house was
liberated the occurrence was reported to the
police, who subsequently arrested four men on
suspicion of being concerned in the robbery.
They were charged before Mr. Wood yester-
day, and the hearing was adjourned.

The hearing of the charge against the man
arrested in connection with the attempted
robbery in a shop in Queen's Road Central came
on before Mr. Wood at the Magistracy yesterday.
The prisoner, Yung Kwan, was charged with
assault with intent to rob, and Inspector Mur-
rison prosecuted.

Leong Ko stated that he was shroff at 358,
Queen's Road Central, a boy and Chinese spirit
shop. About midnight on the 3rd instant the
defendant knocked at the door, stating that
he was the bearer of a letter from a Chinese.
Witness told him to pass the letter through a
hole in the door, but defendant stated that he
also carried a parcel. Witness then opened the
door and asked for the letter, and as he did so
seven or eight persons entered the shop. Defen-
dant seized the witness by his queue and coat,
while some of the intruders entered the accom-
panyant's room. Witness released himself and the
defendant ran away. The former gave chase, and
as he gained on the defendant the latter opened
a clasp knife, but was captured by a lukong
before he got far away.

Au Chai Fan, accountant, told the Court
that a robber entered his room and held him by
the hands. Others were standing at the door,
but did not enter. He fought with the man,
who seized him, and he shouted out, and as
the robbers heard the fellow stirring they ran
away. The foks gave chase. There was over
\$1,000 in the safe at the time.

Lukong 957 gave evidence as to the arrest
of the defendant. While opposite Possession
Street in Queen's Road he heard shouts, and on
proceeding in the direction from which they
came he saw two men running and caught the
foremost, who was the defendant. The prisoner
carried a knife in his right hand.

The interpreter's evidence as to the statement
made by the defendant concluded the case for
the prosecution.

Defendant said he knew nothing about the
case, and only happened to be passing along at
the time.

His Worship committed the accused for trial
at the Criminal Sessions.

LATEST STEAMER MOVEMENTS.

The Agar sir. Lehighway from Calcutta left
Singapore on the 4th instant afternoon, and
may be expected here on or about the 10th inst.
The Indo-China str. Footscray, left Calcutta
for this port via the Straits on the 3rd inst.,
and may be expected here on or about 19th
instant.
The O.R.K. str. Sir Patrick left Tacoma for
this port via ports on the 2nd inst., and is
expected to arrive here on or about the 9th
prox.

TELEGRAMS.

[Protected by the Telegraphic Message
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["DAILY PRESS" EXCLUSIVE SERVICE.]

THE IMPERIAL MARITIME
CUSTOMS REVENUE.

PEKING, January 4th.
The estimated revenue of the
Chinese Imperial Maritime Customs
for the year 1909 is Taels 35,250,000.
There has been a large increase in the
exports.

Only once has this sum been exceeded,
namely, in 1906, when the revenue was Tls
36,068,595. Last year it was Tls. 32,901,695.
Seeing that the increase on this figure in 1909
is attributed to exports, we may presume it to
be largely due to the boom in the bean export
trade of Manchuria.]

THE MACAO DELIMITATION
QUESTION.

PEKING, January 5th.
The Chinese Government has de-
finitely refused to submit to arbitra-
tion the question of the delimitation
of the boundary of Macao, saying that
foreigners favour foreigners.

It is understood that Portugal will
continue to occupy the territory in dis-
pute, placing the onus of her actions
upon China.

Further negotiation is considered
improbable.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE BRITISH ELECTION
CAMPAIGN.

MR. BALFOUR ON THE NAVY:
MR. ASQUITH ON GENERAL ECONOMIC
IMPROVEMENT.

LONDON, January 5th.
Mr. Balfour, speaking at Hanley,
gave utterance to the gravest warning
in reference to the Navy. He em-
phasised that while the Ministerial
reiteration that the Navy was stronger
than ever was perfectly true, its com-
parative strength was enormously
diminished and unless we bestir our-
selves, Great Britain would be liable
to a catastrophe from which we could
not easily rise.

Mr. Asquith, speaking at Brighton,
quoted the latest figures of the Estate
Market, the issues of new capital, and
banking statistics as showing a general
improvement in spite of the outcry
which has been raised over the Bud-
get.

THE OPIUM QUESTION
IN CHINA.

REPORT BY THE BRITISH LEGATION.

LONDON, January 5th.
A White Book on the subject of
Opium in China has been issued.
Sir John Jordan, H.M.'s Minister
at Peking, forwarded on November
21st a general report by Mr. Max
Mueller, the Councillor of the
Legation, on the suppression of
opium growing in China.

Mr. Mueller believes that China
has more than fulfilled her share of
the bargain; but with a view to
ascertaining definitely what has been
done, Mr. Mueller suggests that India
should send one or two officers on an
extensive tour of the opium-growing
provinces, especially so in the proper
season of 1910.

Sir John Jordan endorses this
suggestion as being the only means of
arriving at the actual facts.

DEATH OF BISHOP AWDRY.

LONDON, January 5th.
The death is announced of Bishop
Awdry, formerly of South Tokyo.

The Bishop's death was announced by
Reuters in error about three weeks ago. A
telegram in yesterday's Daily Press explained
the error. The Bishop and his brother were
lying seriously ill at the same time, and it was
the brother who died three weeks ago.]

THE CHINESE COMMISSION
AT VIENNA.

LONDON, January 5th.
The Emperor of Austria-Hungary
gave a banquet in honour of Prince
Tsai Hsun and the other members
of the Naval Commission at
Schoenbrunn.

Baron von Arentthal, Minister of
Foreign Affairs, and other Ministers
were present.

AN AVIATOR KILLED.

LONDON, January 5th.
At Bordeaux an aviator named De
la Gange fell from a great height and
was killed, his body being horribly
crushed.

SUPREME COURT.

Wednesday, 5th January.
IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. H. J.
GOMPERTZ (PUNISH JUDGE).

THE SLANDER ACTION.
The case in which W. H. W. Loureiro pro-
ceeded against J. C. Cameron to recover damages
not exceeding \$1,000 for slander, was resumed.
Mr. Reader Harris, from the office of Messrs.
Wilkinson and Oriel, appeared for the plaintiff,
and Mr. R. F. C. Master, of Messrs. Johnson,
Stokes and Master, appeared for the defendant.
The jury consisted of Messrs. P. R. Wolfe,
A. Hamilton and J. H. Mead.

William Bishop, master mariner, was called.
He stated that in August last he had a conver-
sation with defendant, who informed him that he
had procured the discharge of the plaintiff from
the service of the company because he had been
receiving bribes and commissions from the dock
people. He further told witness that he had
written to the company respecting plaintiff,
who, he said, had been getting unnecessary work
done to the boat. Cameron had been offered
25 per cent. by the plaintiff, but the former had
said that if he could not have the five per cent.
he would not have any, and if Loureiro brought
an action against him he would withdraw his
money from the bank and clear out.

Under cross-examination witness denied that
he ran the Tak Hing ashore. It was quite true
she went ashore while he was in command, but
he had been exonerated from all blame by the
Marine Court. He appended it was in connection
with that affair that he received notice.
His Lordship said the action was for slander,
but it appeared that the plaintiff was dismissed
in consequence of a letter.

Mr. Harris—No, that was merely corroborative.
Witness added that Captain Cameron showed
him a letter that he had written to the com-
pany, and stated that it was by writing that
letter that he had got the plaintiff dismissed.

His Lordship—That is very important.
A. J. Wetherhead, mate on the *Shun Lee*,
said he was on board that steamer in July last
when Captain Cameron was in charge. On the
11th he was in his room and heard loud voices.
He heard Captain Cameron call the plaintiff a
liar and a black —

Cameron, from the body of the Court—Speak
the truth, please.

Witness said that all that he heard further
than this was plaintiff asking what was the
matter and what had he done. The following
Saturday plaintiff was discharged. Afterwards
Cameron told witness that the reason plaintiff
had been discharged was that he had received
bribes from the dock people. He added that
very heavy bills for repairs had been incurred.

Cross-examined:

Did you ever abuse Captain Cameron?—

Well, he insulted me and I told him what I
thought of him.

And in consequence you were summoned by
Captain Cameron at the Police Court and
bound over to keep the peace?—Yes.

W. Cooper, master mariner, also gave
evidence and spoke of plaintiff and defendant
having had quarrels, but that they had been
good friends afterwards.

Why were they on good terms?—Loureiro
was a sort of go-between with the captain and
the company. He had great influence with the
captain.

Do you know anything of the customs
between masters and engineers as to commis-
sions?—No.

Mr. Harris asked for an adjournment, as a
witness whom he had cited was unable to at-
tend owing to his having met with an accident.

Mr. Master opposed the adjournment, but
Mr. Harris having pointed out that it was not
his fault that the witness was not present, the
further hearing was adjourned until Friday
afternoon.

BABIES AT KANDY.

A DOG ATTACKS TEN PERSONS.

On December 20th, says the Kandy corres-
pondent of the *Times of Ceylon*, a bit of a
scare was caused in Kandy by a rabid dog.
The animal, it appears, belonged to Major
Fisher, of the 98th Infantry, and was kept
chained up as a suspected case. The dog, how-
ever, got loose and ran about followed by a few
of the 98th Infantry men with spears and sticks,
while one of the European officers was also out
with a gun. The dog ran along Brownrigg
Street, and getting into Castle Hill Street, bit
the four-year daughter of Mr. Sergeant H. Johnson,
Instructor of the G.P.F.C. Getting into Trin-
comalee Street, the animal inflicted a wound on
the child of a Police Sergeant. It turned back,
and near the market a child and several others
were badly bitten. Ultimately the dog was
killed near the Queen's Hotel by one of the
98th Infantry men. Mr. Johnson's child was
sent to Dr. Hay, who treated the wound, and
most of the others bitten were also similarly
treated. In all ten persons were bitten by the
dog.

Mr. Sergeant Johnson intends sending his child to
Colombo. The others, too, will have to be sent
there. The body of the dog was taken to the
establishment of Messrs. T. A. Pate & Co.,
where Mr. Pate took out the parts necessary
for examination and sent them to Dr. Hay to
be forwarded to Colombo.

In the afternoon Mr. C. L. Tranchell,
Superintendent of Police, and Mr. Harold
North, Secretary of the Queen's Hotel, with a
police constable armed with guns, paraded the
streets and put an end to as many as fifteen
stray dogs—a step in the right direction. It is
hoped that the Municipality will take steps to
get all dogs muzzled.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matter to the Editor, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of Mr. PETER CHANATONG and Mr. JOSEPH CHANATONG in our Firm CEASED on 31st December, 1909. FERNANDEZ & Co., Hongkong and Canton. Hongkong, 6th January, 1910. [134]

TO LET.

AT THE PEAK.

UNFURNISHED—A Six-Roomed House for a term from 1st April. FURNISHED—One Six-Roomed House and One Five-Roomed House for 6 or 8 months from 1st May. DENNIS & BOWLEY. Hongkong, 6th January, 1910. [135]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC"

FROM HONGKONG, ON THURSDAY, 13TH JANUARY, FOR VANCOUVER DIRECT. To be followed by the OCEANO ... 10th February. KUMERIC ... 10th March. AYMERIC ... 7th April. SUVERIC ... 5th May. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies. For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY CO., Hongkong. Hongkong, 6th January, 1910. [136]

NOW ON SALE.

MAIL TABLES

FOR 1910.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mail. Mounted on Card 30 Cents. On Paper 20 " On Sale at the Hongkong Daily Press Office.

ESTATE OF THE LATE GEORGE PADGETT TAYLOR, OF TAIHOKU, FORMOSA.

LETTERS of Administration of the Estate of the late GEORGE PADGETT TAYLOR, of Taihoku, Formosa, who died December 17th, 1907, having been issued to the undersigned, it is requested that Particulars of all Claims against or Debts due to the said Estate be in by February 28th, 1910. A. R. FIRTH, Acting British-Consul, Tamsui, Tamsui, 22nd December, 1909. [1575]

WANTED.

A BOOK-KEEPER for a Manila Firm. British preferred. Age must be under 30 years, must have had previous experience in a Merchant's Office; state qualifications, references and when free. Reply—"BOOK-KEEPER," Care of "Daily Press" Office, Hongkong, 6th January, 1910. [129]

"SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from SIEMSEN & Co. (Machinery Dept.), Hongkong. Sole Agents. Hongkong, 8th December, 1909. [1494]

FOR SALE.

A Quantity of NETTING for Tennis Courts, etc. TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. CHINA EXPRESS CO., 3, Duddell Street. [140]

FOR SALE.

THE Cutter Yacht "BRYNHILDE" as she lies off Air King's, with all Gear and Stores, Bedding and Mess Traps on Board. Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet. Load—Keel—weighing 7,030 lbs. Teak-Built, Copper-Fastened. New Sails, Area about 1,700 square feet. Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c. Complete and ready for sea. LEIGH & ORANGE, Princes Building, 2, Des Voeux Road Central. Hongkong, 31st December, 1909. [106]

NOTICES OF FIRMS

NOTICE.

MR. COLIN CUNNINGHAM SCOTT is admitted a Partner in our Firm from This Date. BUTTERFIELD & SWIRE, Hongkong, China and Japan. Hongkong, 1st January, 1910. [111]

NOTICE.

THE Interest and Responsibility of Mr. AUGUST ZICKERMANN in our Firm CEASED on the 31st December. Messrs. GUSTAV ENGEL and HANS TIEFENBACHER have been admitted partners from Today. WM. MEYERINK & Co., 1st January, 1910. [114]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. ASSETS EXCEED £11,000,000. AACHEN AND MUNICH FIRE INSURANCE COMPANY. RESERVE £1,002,772.

THE Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & Co., Hongkong, 1st January, 1910. [119]

NOTICE.

THE Interest and Responsibility of the Undersigned in the Firm of MACWEN, FRICKEL & Co., CEASED on 31st day of October, 1909. A. FINDLAY SMITH, Hongkong, 1st January, 1910.

In reference to the above, I have taken over the interest, goodwill, debts and liabilities of MACWEN, FRICKEL & Co., from 31st day of October, 1909. GEO. LEO DUNCAN, Hongkong, 1st January, 1910. [116]

NOTICE.

MR. ERNST OSCAR RUDOLPH VOLBRECHT is admitted a Partner in our Firm from This Date. MACWEN, FRICKEL & Co., Hongkong, 1st January, 1910. [117]

NOTICE.

MR. ERNST VOLBRECHT, having Left our Employ, CEASES to Sign per Procuration from This Date. F. BLACKHEAD & Co., Hongkong, 1st January, 1910. [118]

NOTICE.

THE Public are hereby informed that on and after the 3rd day of January, 1910, the Business known as YAU KEE (present owner Kwok Chai), of No. 30, Lyndhurst Terrace, together with the goodwill, will be taken over by Hor Hing Cheung, who will be Responsible for any Debts or Liabilities of money contracted in connection with the said Business prior to that Date. HOP HING CHEUNG, Hongkong, 31st December, 1909. [1579]

CHARGEURS REUNIS.

BY mutual agreement between the Compagnie des MESSAGERIES MARITIMES and the Compagnie des CHARGEURS REUNIS, the Hongkong Agency of the CHARGEURS REUNIS will from the 1st of January, 1910, be transferred to Messrs. P. A. LAPICQUE & Co. (Queen's Building, No. 4). CHARGEURS REUNIS, P. LAPICQUE & Co., Agents, MESSAGERIES MARITIMES, P. THOMAS, Agent, Hongkong, 31st December, 1909. [1578]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics. It is a Liquid Food in predigested form containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.

Also Just Received: PABST (American) BEER, in barrels of 120 bottles. In view of the Arrival of the American Fleet in a few days, please order early as our stock is limited. SIEMSEN & Co., Agents, Hongkong, 14th December, 1909. [1519]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSGG, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & Co., Hongkong, 26th October, 1906. [1514]

AUTOMATIC BROWNING POCKET PISTOLS. CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co., Hongkong, 6th March, 1907. [138]

SINGON & CO. IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Trimmers of Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 & 37, King Loong Street, (2nd Street, west of Central Market). Telephone No. 515. [583]

PUBLIC COMPANY

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Offices of Messrs. SHAW, TOMES & Co., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the proposed resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets that such payments shall be made to any member upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisites a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1909, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909. By Order, SHEWAN, TOMES & Co., General Managers. [1582]

EXCURSION TO MACAO. On EVERY SUNDAY, THE S.S. "ON LEE," WILL depart from PING ON WHARF, near Western Market, at 9 A.M. Returning from Macao at 5 P.M. 1st Cabin (Single Fare) ... \$1.20 SALOON ... 39 Children under 12 years Half Price. Hongkong, 17th December, 1909. [1531]

NEW YEAR GOODS. CARDS, CRACKERS, DOLLS, POSTAGE STAMPS, &c. GRACA & CO., 27, DES VOEUX ROAD. [110]

TO LET OR FOR SALE. DEBBINGTON, FRANK ROAD, No. 8. SHORNCIFFE, Garden Road, 7. For Particulars apply to—C. SCHROETER, King's Buildings, 11th Fl., Care of Garreta, Bazaar & Co., Hongkong, 1st December, 1909. [85]

TO LET. GODOWNS in MASON'S LANE, between Wyndham and Zedland Streets, lately vacated by Messrs. BARRON & Co., suitable for Cinematograph show or storage. Apply to—DAVID SASSON & Co., Ltd. Hongkong, 5th January, 1910. [130]

TO LET. GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [83]

TO LET. GODOWN, No. 4, PRAYA, KENNEDY TOWN. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [90]

TO LET. GODOWN, No. 7, 8 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godown East Port). Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [93]

TO LET. IN No. 6, DES VOEUX ROAD CENTRAL, ONE GODOWN. IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers No. 31 Wyndham Street. DAVID SASSON & Co., Ltd. Hongkong, 19th December, 1909. [95]

TO LET. KING'S BUILDINGS. OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [89]

TO LET—FURNISHED. "TANTALLON," 126A, BARKER ROAD. Rent \$225 per Month. Seen by appointment only. Apply to—GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

STORAGE. FOR COAL, TIMBER, &c. TO BE LET. A Portion of MARINE LOT No. 225 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate Area 4,000 SQUARE FEET. 999 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [84]

TO LET. NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Rooms, with Out-house, Commanding a Fine View of the Harbour. Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [94]

TO LET. NO. 2, BEACONFIELD ARCADE, facing the Parade Ground. PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shunkwan Road. PREMISES at SHAMSHAN, CANTON, now in occupation of the Canton Kowloon Railway. CHELTONAL (furnished), No. 100, Peak, February to October, 1910. THE BYRRI, No. 13, Peak, Six Rooms, Tennis Court and very large Garden. BEACONFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office. No. 25, SHELLEY STREET (now House). GODOWNS in BELILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals. FOR SALE—TOR CHIST, at Peak, commanding a magnificent View of the Harbour and Adjacent Islands. Apply to—Linstead & DAVIES, 3rd Floor, Alexandra Buildings. Hongkong, 15th December, 1909. [91]

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TO LET

TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture would be taken over at a valuation.) "IAN MOE," Peak Road. Six Rooms semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwatt, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [99-109]

TO LET.

NOS. 52 and 69, CAINE ROAD. Apply to—HO U MING, 81, Queen's Road Central. Hongkong, 8th December, 1909. [96]

TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RYAN TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor. No. 3, CLIFTON GARDENS, Connaught Road. No. 10, DES VOEUX ROAD CENTRAL, 1st floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, No. 16B, Des Voeux Road next to the HONGKONG HOTEL. FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st January, 1910. [87]

TO LET.

NO. 3, MORRISON HILL. Immediate Apply to—Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 10th December, 1909. [93]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godown East Port). Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [93]

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AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Honourable The Director of Public Works to Sell by Public Auction, TO-DAY (THURSDAY) the 6th January, 1910, at 11 A.M., at The Public Works Department Stores, Wanchai, Praya East, SUNDRIY OLD AND CONDEMNED STORES, Comprising—

OLD IRON WIRE, IRON GRATINGS, a large quantity of S. W. PIPING, ONE STAMP MACHINE, OLD IRON, STEEL RAILS, BRASS STOP COCKS, OLD WHITE METAL, &c., &c. Terms—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 29th December, 1909. [105]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS at 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... £6,000,000 Subscribed Capital ... 3,275,000 Paid-up Capital ... 1,212,500 0 0 II. Fire Funds ... 3,204,753 7 10 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 14th August, 1909. [908]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates. JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909. [1083]

BANKS

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGK

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF
UNFAIR
THE SAME TO-DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

A. TACK & CO.

26, DES VOGES ROAD, CENTRAL.

KODAKS & FILMS

DEVELOPING & PRINTING UNDERTAKEN.

Hongkong, 15th December, 1909. [132]

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY AND DEBILITY

to Feed the NERVES

CHAPOTEAU'S PROPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neuritis, Tremor, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 1.	
Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	344 "
DOCK No. 2.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	61 "
DOCK No. 3.	
Extreme Length	371 feet.
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

AIRSHIPS IN WAR.

LORD ROBERTS ON THE VALUE OF IGNORANCE.

Lord Roberts presided at a crowded meeting held at the Royal United Service Institution on the 5th ult. when Major B. Baden-Powell read a paper entitled "How Airships are Likely to Affect War."

Lord Roberts said that few subjects could be more interesting except, perhaps, the coming General Election. (Hear, hear.) He believed that the aerial machine had come to stay. Whether the aeroplane or the dirigible was to prove the more practical and useful could not with certainty be yet ascertained, but both had made their mark, and there was no doubt that great improvements would soon be effected, aeroplanes getting higher and higher in the heavens and dirigibles making longer and longer distances. Something would undoubtedly come out of all these trials and experiments, and would astonish those who came after us as the present dirigibles and aeroplanes had astonished us. (Hear, hear.) They were all interested in the efforts of the Wright Brothers and the progress of the Zeppelin airships, and they were startled—indeed, it awakened—by M. Bleriot's achievement. He believed few people thought that the Channel could have been crossed in that manner. Probably their present machines would be as great a curiosity in 60 years' time as the old locomotive at Darlington Railway Station was to us. What Englishman had to do now was to set to work themselves. (Cheers.) Hitherto they had not done much, but rather were waiting to benefit from the experience of the other nations. Airships would probably be the greatest value in the next war, and as they did not know when that war would come they should not remain in the background, but have their own machines and their own men ready to adapt themselves to the machines. We were so apathetic about everything. (Hear, hear.) The "valour of ignorance" pervaded the whole country. People were brave and confident because they did not know what was going on. They would not be so valiant if they knew what was in store for them. They did not believe in anything happening, but were content to remain in ignorance.

FIGHTING IN THE AIR.

Major Baden-Powell said that on the whole the only use of aerial machines that had been actually tested and proved of use in manoeuvres was for reconnaissance. Whether they might prove useful for other purposes was a matter of conjecture, but, as soldiers well knew, it was far more important for a general to receive detailed information about all that was going on in the enemy's lines than to be able to destroy a few hundred men or to devastate a store. Compare scouting by an aerial machine with the Cavalry scout. To receive reports from all along the line that the scouts had been fired upon gave but little real information. There was the curtain—what remained behind? That curtain could seldom be penetrated, but with any form of apparatus capable of travelling in the upper regions for even a few miles complete, reliable, and full information could be obtained of the enemy's position, movements, armaments, and even numbers. Apart from reconnaissance there were in war other possibilities to which aerial machines might be applied. Thus, as regards the transport of troops, if aeroplanes continued to develop as they had done, it was quite probable that they would soon be used in hundreds, if not thousands, carrying three or four men in addition to the driver. Eventually they might become a means of invading a country. The lecturer then briefly discussed the value of air-craft in discharging explosives, raids, despatch carrying, and in savage warfare. As a substitute for Cavalry an aeroplane would probably be less vulnerable than a horse; and would not offer a very much bigger target. As a column of troops for the commanders-in-chief during action a good aeroplane would be unsurpassed, but here all depended upon the ability of the hostile artillery or air force. As to reconnoitring at sea a fleet could be cleared practically no useful information could be obtained of land forces, and, therefore, an airship floating high above its fleet would be able to give most timely information about the enemy. Then there was the important question of fighting in the air. If one nation possessed a type of machine which from the fighting point of view was superior to that of the enemy it might soon out the hostile airship and leave that nation supreme in the air—a most enviable position. A fight between an aeroplane and a dirigible might be compared to that of a hawk and a heron. The dirigible could rise to a greater height, could carry a better armament, but on the other hand it offered a larger target, and was very vulnerable. The aeroplane with its greater speed, better manoeuvring power, and less liability to damage, had an immense advantage. It seemed highly probable that very soon aeroplanes would be constructed which would be able on every point to hold the advantage over the balloons. As to aeroplanes against aeroplanes such a fight in mid-air would form a most interesting spectacle to those below. (Laughter.) Ease of manoeuvring and speed would evidently be valuable factors, and a machine carrying two or more men armed with rifles would soon have the better of a single-man machine. Coming to lead defence against attack by airship, Major Baden-Powell said that as we had no efficient aerial war machines it was of the utmost importance for us to make such provision as we could in case war broke out with a Power which possessed a number of such vessels. Thus, it was necessary immediately to arrange for guns to be made or adapted to fire at a high angle. Then there were aerial torpedoes and aerial mine fields similar in principle to submarine mine-fields (small captive balloons being let up to a height of 5,000 ft. with explosive mines and electrical equipment).

WARNING.

"To my mind," he concluded, "there can be no doubt that the machines which are now actually existing, both dirigible balloons and aeroplanes, can be made great use of in war; and it seems fairly certain that in another few years' time their efficiency will be greatly increased. If properly used, not by one or two, but by hundreds, they will without doubt greatly affect our methods of warfare. Reconnaissance will be so much more efficiently carried out that the commander of a force will not be embarrassed by that uncertainty and lack of information which so often prevents him from taking the initiative. Operations will be quickened, and wars more rapidly lost or won. Raids into the enemy's country, which it is impossible to entirely prevent, will, on the other hand, tend to hamper and delay his actions, and spread the zone of operations over the whole country. Let us not forget that machines are now actually in existence that can over, without warning, from the Continent, and it is means of causing considerable damage to us, even risking their own loss thereby. Therefore, we must, and at once, make due preparation to defend ourselves against any such aggression." (Cheers.)

A discussion followed.

Colonel Capper said that the lecturer seemed to take an exaggerated view of the difficulty of aerial navigation when weather conditions were unfavourable. Airships were undoubtedly more hampered by fog than land traffic, but fogs were often local and sometimes very thin. The great thing was practice in night work. As to aeroplanes taking the place of Cavalry, if they had to pass over a country dotted with troops they would have little chance of getting back. Further, the scout on an aeroplane could not locate himself like a man on the ground. He entirely agreed with the conclusions reached by the lecturer.

GERMANY'S AERIAL FLEET.

Captain Talloch said even if this country purchased a ready-made fleet of airships it would have no places to house or repair them and no crews to man them. We could not buy ready-made experience. (Hear, hear.) It was no good glossing over facts that stared us in the face. What was Germany going to do with the 25 or 26 ships it already possessed, and of the 70 it would possess next year, and of the 70 it would probably possess in two years' time? It was possible for one airship, given reasonably fair weather, to prevent the British Fleet from replenishing its magazines with cordite and from getting additional supplies manufactured for nearly a year. Incidentally such a ship could in twenty-four hours set alight the whole of the shipping and dock yard accommodation in the Thames without dropping a single bomb or hovering over a single spot. After referring to the necessity of obtaining high-angle guns, Captain Talloch said that the true form of defence against an aerial fleet was another aerial fleet, which on true British principles could take the offensive. (Cheers.) There was no knowing what a young commander of an airship might do once he dodged round a cloud and got away from his admiral. (Laughter.) He intended to ask every Parliamentary candidate whether or not he would take steps for the establishment of a proper aerial fleet. (Cheers.)

THE ORDINARY AEROPLANE AND WAR.

Mr. J. W. Dunn held that the present kind of aeroplane manufactured by civilians was to a great extent useless for military purposes. For one thing the wing should be able to stand, without collapse, punishment by bullets, but that would from the civilian point of view be against efficiency. The military aeroplane was as different from the ordinary aeroplane as the torpedo-boat was from the pleasure yacht. Such craft should be designed and made by the War Office. (Cheers.) On the whole he was inclined to think that the aeroplane would not be much use at sea.

Colonel F. Stone referred to the difficult problem of how we could protect ourselves from hostile dirigibles at night. He suggested electric lights such as were used for harbour protection, while the lecturer suggested aerial mines, but both these suggestions were open to objection.

Admiral Sir G. Noel held that dirigibles would have to be met at night if they wanted to do real damage. Yet such navigation must be difficult, for how could they tell one town from another at night? That was a matter of years of experience, and would be years before aerial navigation would be thoroughly understood. We in England were apt to fall behind, but he always considered that the English in the end came out on top.

AMERICAN FOOTBALL.

HEAVY CASUALTY LIST.

The New York correspondent of the Daily Telegraph writes—American football is played between rival colleges now claims for the season just ended thirty dead, a good many maimed for life, and a great many more slightly injured. The public, and particularly parents, are naturally indignant by the alleged sport, and whether the present atrocious game, which has been evolved from Rugby, should not be supplanted by the Association game, in which there is an absence of mass play and consequently less chance and temptation in the excitement of the game to acts of brutality.

Mr. F. W. Moore, a Harvard graduate, who has long been connected with the management of Harvard teams, admits frankly enough that players are now coached always to "strike an opponent in the head with the open hand" when defending the ball. "This blow landed on the jaw is fully as effective as any of its jarring effect on the brain is concerned, as a blow with the closed fist would be." Again Mr. Moore assures us that every line-man is now taught, in breaking through, that the way to get by his opponent "is to push his head forward," and incidentally that "the harder he pushes his head the less effective that opponent will be in the next play."

This authority also brings out that in this year's Harvard-Yale match a "straight-arm punch in the face" was used as part of an effective tactic. "Though such a move is absolutely barred in professional prize-fighting," says Mr. Moore, "under the official interpretation of the present rules of football they are perfectly legitimate."

The spectators of a big football match here do not realise what is happening in the line, but now they know it is urged that there is no excuse for perpetuating such barbarism. Association is gaining ground here, but will not replace the college variety of football immediately.

MARTIN'S APOL STEEL

THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

DAVID CORBAR & SONS

MECHANICAL NAVY

NAVY BOILER

LONG FLAX

BRILLIANT CROWN

TARPAULIN

ARNHOLD, KARBURG & CO

Sole Agents.

[1535]

RUSSO-JAPANESE RELATIONS.

IMPORTANT ANNOUNCEMENT.

London, December 15th.

The following semi-official communiqué has been issued at St. Petersburg—There has lately been evident in the Press a particularly nervous feeling created by rumours of a conflict which is alleged to be impending between Russia and Japan. Disquieting reports from the Far East fill the newspapers and this feeling is penetrating in a regrettable manner to wider circles. According to present reports, the effect of these rumours is making itself especially strongly felt in our frontier territory in the Far East, where, under the influence of a conviction of the inevitableness of an approaching war with Japan, which is becoming deeply rooted in the minds of the community, even among representatives of the administration, the feeling of anxiety is assuming such a strained character, obliging business men to apply to Government organs for information as to how far the rumours current are correct, and whether commercial and industrial undertakings in the Far East may rely upon the preservation of peace. The interests of the people forbid the Government to abstain from intervention in this disturbing state of affairs and obliges it to declare categorically that all rumours of complications between Russia and Japan at the present time are absolutely unfounded. The Government has made use of the four years that have elapsed since the last war to conclude a whole series of international agreements, designed to wipe out all traces of enmity left behind by the war and to assist in the peaceful development of the political and economic relations of the two countries. From this point of view, next to the Commercial Treaty and the Fisheries Convention, particular importance attaches to the political Agreement of 1907, concluded with the object of mutually guaranteeing the integrity of their territorial possessions and treaty rights of the two Powers in the Far East. These acts undoubtedly contribute to the stability of the general political situation on the coast of the Pacific, and particularly to Russo-Japanese relations, which completely lack the character which with certain newspapers endeavor to invest them. As regards these relations, there has been no friction of any kind since the Treaty of 1907, nor have any misunderstandings arisen. Communications which have reached the Minister of Foreign Affairs direct, as also the impressions which the Minister of Finance gained during his recent journey in the Far East, contain nothing disquieting. On the contrary, they emphatically confirm that in our relations with Japan complete mutual goodwill is to be perceived and a readiness to settle in peaceful friendly manner all questions which may arise.

CHANGING TASTES.

Observers of social changes have been drawing elaborate inferences from a return issued during the past few days by the London County Council on the games played on the public parks. According to this return lawn tennis and golf have declined considerably during the past year, while bowls and hockey have become more popular.

Games played.	1909.	1908.
Lawn tennis	84,448	97,305
Quoits	5,031	7,689
Boys	27,267	19,948
Hockey	2,704	2,222

Lacrosse is not at all popular, eighty-six matches having been played as against ninety-six last year. It is possible to place too much importance upon these figures. The decline in lawn tennis is mainly due to the very bad weather we have been experiencing, which made it quite impossible during a great part of the summer to play with any comfort whatever. So far from declining, tennis is, if anything, enlarging its popularity among all classes. Undoubtedly, hockey is increasing its hold, especially among girls, and in many open places one can see each Saturday teams of sturdy young women playing vigorously, fine types of our coming twentieth-century womanhood. Rowing and boating, too, being favour. I was at Maidenhead during the past week-end, and there large numbers of empty houses bore out what I was told on all sides about the decline in the popularity of the Upper Thames. When I asked the reason, I was told that the motor-car has made the change. People who formerly spent one or two months a year resting in cottages in the Upper Thames valley now come down there for an afternoon by motor, and return the same night or the following day. The changes in holiday habits to-day are generally in favour of some strenuous forms of recreation, and there is little reason to deplore them.—Overseas Daily Mail.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

L75

DR. M. H. CHAUN.

THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

STEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [1221]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE"	10,911	ON MARCH 23RD.
Capt. P. GROSCHE.		
"KLEIST"	9,000	ON APRIL 6TH.
Capt. O. PAMME.		
"PRINZ LUDWIG"	9,630	ON APRIL 20TH.
Capt. F. V. BINZER.		

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.
For Particulars, apply to

MELCHERS & Co.,

GENERAL AGENTS.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.
MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19th, 1910, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16th.

LONDON - - - - - APRIL 23rd.

FARES TO LONDON:—

1st SALOON £71.10 SINGLE; £106.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,

SUPERINTENDENT.

[1075]

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFELINGER"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Jan. at 9.30 A.M.

All Claims must reach us before the 13th Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo

EX S.S. "THEKARIA" from Smyrna.

Transhipped at Naples.

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 30th December, 1909. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SARSOON & Co., Ltd.

Agents.

Hongkong, 3rd January, 1910. [122]

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA"

Captain Filler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 4th January, 1910. [123]

S.S. "NERA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and s.s. "Dordogne" from Havre ex s.s. "Dordogne" from Bordeaux ex s.s. "Pt. Leroy" Lallier and "Ville de Cotte" in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after Tuesday, the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 11th inst., at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,

Agent.

Hongkong, 4th January, 1910. [2]

SHIPPING.

ARRIVALS.

CANTON, Swedish str., 2,180, O. C. Nordfält, 5th Jan.—Shanghai 1st Jan., General—Mokelum & Co.
CHIMYUA, British str., 1,349, J. Brown, 5th Jan.—Shanghai 2nd Jan., General—Butterfield & Swire.
DAIJIN MARU, Jap. str., 899, Y. Kaburaki, 5th Jan.—Swatow 4th Jan., General—Osaka Shosen Kaisha.
HAIJING, British str., 1,267, W. C. Passmore, 5th Jan.—Coast Ports 4th Jan., General—Douglas, Leprie & Co.
LOHANG, British str., 1,228, Teabben, 4th Jan.—Chinkiang 31st Dec., General—Butterfield & Swire.
LIANGCHOW, British str., 1,215, H. Harder, 5th Jan.—Tientsin 1st Jan., General—Butterfield & Swire.
SAINT GEORGE, British str., 2,674, A. B. Sailer, 5th Jan.—Barry 17th Nov., Coal—Doddwell & Co.
SPIT, Norwegian str., 871, W. Horn, 5th Jan.—Wuhu 29th Dec., Rice—Order.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th January.

Bujun Maru, Jap. str., for Swatow.
Canton, Swedish str., for Singapore.
Chimyu, British str., for Canton.
Chiyun, Chinese str., for Canton.
Chiyun, Norwegian str., for Swatow.
Pongkong, German str., for Hallow.
Prometheus, Norwegian str., for Bangkok.

DEPARTURES.

5th January.
BRASILIA, German str., for Shanghai.
CHONGSHING, British str., for Weihaiwei.
CHONGSHING, British str., for Canton.
DAGNY, Norwegian str., for Canton.
DAGNY, Norwegian str., for Canton.
FAUSANG, British str., for Hongkong.
HAIJING, British str., for Swatow.
HELEN, German str., for Swatow.
HUPEN, British str., for Canton.
JOHANN, German str., for Swatow.
KIANG CHING, Chinese str., for Chinkiang.
KNIVBERG, German str., for Hallow.
KUNSAN, British str., for Singapore.
MANSANG, British str., for Sundakan.
NANSAN, British str., for Swatow.
PESAN, British str., for Shanghai.
SEVEN, German str., for Singapore.
SOSU MARU, Japanese str., for Swatow.
TANGO MARU, Jap. str., for Singapore.
TOTO MARU, Japanese str., for Kobe.
VICTORIA, Swedish str., for Hongkong.
WOSANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Hatching reports: Light E.N.E. wind, fine and clear.
The British str. Chinkia reports: Strong N.E. winds to Tung Tung, calm in Formosa Channel.

VESSELS IN DOCK.

January 5th.
KOWLOON DOCK.—H.M.E.S. Ramba Amelia, Hilary, Rio Lima, Robert Leabody, Heungshan, Hsin Kong, Hoi Tung, Tsinanfa.
TAIKOO DOCK.—Wuhu, Kwaiyang, Kwaichow, Wenchow, Shienking, Kwangso.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"
Captain G. W. Gordon, R.N.E., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 8th January, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MORRA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "DELHI," due in London on the 19th February, 1910. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1909. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEBANON, and ADRIATIC PORTS).

THE Company's Steamship

"PERSEA"
Captain Giorgianni, will be despatched as above on WEDNESDAY, the 26th inst. This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight, apply to SANDER, WIELE & Co., Agents, Prince's Buildings.

Hongkong, 4th January, 1910. [5]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Bluff Pier. 3. From Bluff Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.E.	P. & O. S. N. Co.	About 12th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyars	JARDINE, MATHESON & Co., Ltd.	About 19th inst.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 15th inst.
COPENHAGEN & BALTIC PORTS	INDIES	Swed. str.	—	—	MELCHERS & Co.	Middle of Febr.
MARSEILLES, HAYRE, COPENHAGEN, &c.	CANTON	Dan. str.	—	—	MELCHERS & Co.	About 5th inst.
MARSEILLES, &c., via PORTS OF CALL.	OCEANIAN	Frech. str.	—	Seller	MESSAGERIES MARITIMES	On 18th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SAHARA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP	PEMBROKESHIRE	Brit. str.	—	R. Hayes	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Saito	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES & HAMBURG, via STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Filler	HAMBURG-AMERICA LINE	On 10th Feb.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 16th Feb., at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	BUELOW	Ger. str.	—	P. Froesch	MELCHERS & Co.	On 12th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	PERSEA	Aus. str.	—	P. Giorgianni	SANDER, WIELE & Co.	On 26th inst.
NEW YORK	VANDALIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 19th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	SUVERIC	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 13th inst.
VANCOUVER (DIRECT)	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 13th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th Feb., at Noon
VICTORIA, B.C., & SEATTLE, &c.	SHATLE MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 19th inst.
TACOMA via JAPAN	KIYO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 26th Feb., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 10th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 17th Feb., at Noon.
YOKOHAMA AND KOBE	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 8th inst.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 8th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	ATSUBA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
JAPAN	THALYAP	Dan. str.	—	P. J. van Bommeler	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	LIAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARRATON APCAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI	CHONGSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	CHINESE	Brit. str.	1 m.	E. Malchow	BUTTERFIELD & SWIRE	On 9th inst., at D'light
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	—	MELCHERS & Co.	About 12th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	H. S. Bradshaw, R.N.E.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI	ARHUI	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Frech. str.	—	Bourgo	MESSAGERIES MARITIMES	On 17th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	INDIES	Dan. str.	—	—	MELCHERS & Co.	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 2nd Feb.
SHANGHAI, KOBE & YOKOHAMA	THILWONG	Dut. str.	—	Jurriance	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DAIJIN MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 9th inst., at 10 a.m.
SWATOW, AMOY & POOCHOW	HAIJING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.	Evans	DOUGLAS LAFRAIK & Co.	On 9th inst., at 10 a.m.
SWATOW, AMOY & POOCHOW	SINGAN	Brit. str.	1 m.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 11th inst., at 10 a.m.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 8th inst., at 10 a.m.
MANILA	RUIN	Brit. str.	—	R. W. Almond	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	TANING	Brit. str.	1 m.	Pennelther	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 15th inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
ZAMBOANGA, CEBU & ILOILO	KAIPONG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	C. Plunkett	BUTTERFIELD & SWIRE	To-day, at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of Jan.
BOMBAY via SINGAPORE & COLOMBO	TORA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 11th inst.
BOMBAY via SINGAPORE & PENANG	CAPAI	Ital. str.	—	Dini	CARLOWITZ & Co.	On 14th inst., at Noon.
SINGAPORE, SAMARANG & SOERABAYA	HOPKINS	Brit. str.	—	J. W. Hay	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KAYANG	Brit. str.	—	Bendley	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAING	Brit. str.	—	E. J. Ladd	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIENLIN	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"COLENZ" Capt. H. RAEGENER	About Saturday, 8th January.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. PROSCH	Wedday, 12th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	About Wedday, 12th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. RAEGENER	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBILL	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st January, 1910. [5]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 8th December, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Bourgo	On 17th Jan., P.M.
MARSEILLES, via PORTS	"OCEANIAN" Capt. Seller	On 18th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIG" Capt. Guimont	On 31st Jan., P.M.
MARSEILLES via PORTS	"NEBA" Capt. Martin	On 1st Feb., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 5th January, 1910.

P. THOMAS, AGENT,

Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 29th Jan.	"EMPERESS OF IRELAND" Fri., 25th Feb.
"MONTEAGLE" Tuesday, 15th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 22nd April
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF CHINA" Sat., 25th April	"ALLAN LINE" Friday, 10th June
"EMPERESS OF INDIA" Sat., 14th May	

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

"Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71 10 Intermediate on Steamers) 245 " 245 " and 1st Class Railway " 245 " 245 "

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."
Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 7th Jan., at NOON.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd. Agents.

Hongkong, 1st January, 1910. [122]

NAVIGAZIONE GENERALE ITALIANA

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY via SINGAPORE and PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"
Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at NOON.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	Noon, 7th Jan.	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 8th Jan.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA	About 12th Jan.	Freight and Passage.
SHANGHAI MOJI, KOBE and YOKOHAMA	CANTAN	About 15th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	SUNGLIANG	On 6th Jan., Noon.
SHANGHAI	CHIN HUA	On 6th Jan., 4 P.M.
HONGKONG and HAIPHONG	CHIN HUA	On 8th Jan., 10 A.M.
SHANGHAI	CHIN HUA	On 9th Jan., 11 P.M.
MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 10th Jan., 4 P.M.
MANILA	TAMING	On 11th Jan., 3 P.M.
ZAMBOANGA, CEBU and ILOILO	CHANGSHA	On 12th Jan., 4 P.M.
SHANGHAI	CHENAN	On 13th Jan., 4 P.M.
SHANGHAI	CHENAN	On 16th Jan., 4 P.M.
MANILA	CHENAN	On 18th Jan., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. MANILA CARNIVAL 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" will sail from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS ("CHENAN", "CHIN HUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$30 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
HONGKONG, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.
OPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Febr.,

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Friday, 7th Jan., Noon.
SINGAPORE	"HOPSAK"	Friday, 7th Jan., 3 P.M.
SOERABAYA	"LOONGSANG"	Friday, 7th Jan., 4 P.M.
MANILA	"TUENSANG"	Friday, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Friday, 21st Jan., Noon.
SINGAPORE, PENANG & CALOUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALOUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 216, Sui. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
HAICHING	SWATOW, AMOY and FOCHOW.	FRIDAY, 7th Jan., at 10 A.M.
HATMUN	SWATOW	SUNDAY, 9th Jan., at 10 A.M.
HATTAN	SWATOW, AMOY and FOCHOW.	TUESDAY, 11th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th January, 1910.

9

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED'DAY, 2nd Feb., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 16th Feb., at Daylight.
VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects)	AWA MARU Capt. A. Keith	6,500	WED'DAY, 19th Jan., from YOKOHAMA.
VICTORIA B.C. & SEATTLE (NIKKO MARU leaving Hongkong 19th Jan., due Kobe 25th & Yokohama 27th Jan., connects)	SANUKI MARU Capt. K. Homma	6,500	SATURDAY, 29th Jan., from KOBE.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Feb., at Noon.
KOBE and YOKOHAMA	INABA MARU Capt. E. Takeda	6,500	SATURDAY, 8th Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nemura	6,000	TUESDAY, 11th January.
NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 14th Jan., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans	5,000	SUNDAY, 16th January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 19th Jan., at Noon.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 6th January, 1910.

T. KUSUMOTO,
MANAGER.

13

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 8th Jan., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 15th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SEGOVIA	15th Jan.
S.S. SAMBIA	2nd Febr.
S.S. ANDALUSIA	9th Febr.
S.S. SAXONIA	17th Febr.
S.S. C. PERD. LAEISZ	27th Febr.
S.S. AMBELA	12th March.

Further Particulars, apply to—

Hongkong, 4th January, 1910.

HOMeward.

FOR HAVRE, BREMEN & HAMBURG:

S.S. SCANDIA	15th Jan.
S.S. SITHONIA	20th Jan.

FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. BRASILIA ... 10th Febr.FOR NEW YORK:
S.S. VANDALIA ... 19th Jan.HAMBURG-AMERIKA LINIE,
Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUZO MARU	6,000	" " April 27th, at Noon.
S.S. AMERICA MARU	6,000	" " "

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

1462

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—
16, DES VOUX ROAD,
HONGKONG.Japan Office—
14, WATER STREET
YOKOHAMA

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY	
ARCADIA	7000	February 5	MANTUA	11000	March 5	March 11
ASSAYE	7500	February 19	PERSIA	7951	March 19	March 25
DELTA	8000	March 5	MALWA	11000	April 2	April 8
MACEDONIA	10500	March 19	(Through Steamer calling at Bombay)		April 16	April 22
DEVANHA ...	8000	April 2	MONGOLIA	10500	April 30	May 6
ASSAYE	8000	April 16	MARMORA	10500	May 14	May 20
DELTA	7500	April 30	MOREA	11000	May 28	June 3
DELHI	8000	May 14	MOOLTAN	10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about	about
SUMATRA	January	26 March
NYANZA	February	9 March
SUNDA	February	23 April
NILE	March	23 April
SARDINIA	April	20 June
NOBE	May	4 June
	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon, 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 9th Jan., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSEUN MARU" and "BUCHU MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL

FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mine.

Steamers load at the Wharves. Quick despatch.

Telegrams: "Labur Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

[1406]

CHILDREN OF FAIR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a "Sketch of the historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAIR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALTON

LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

[665]

HUGO C. A. FROMM, HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960. IMPORT SAMPLE - SHOWROOMS OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN PIECE GOODS AND SUNDRIES.

POST OFFICE NOTICE Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE. Postal Guides for the Year 1910, are now on sale ... 50 cents each.

The Siberian mail will in future be sent from Shanghai to Dalny via Chetov if no steamer is available from Shanghai to Dalny direct.

The Devanha, with the English mail of the 10th ultimo, left Singapore on Saturday, the 1st inst. at 1 p.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 9th Nov., and the parcel mails closed in London for despatch by the air sea route on the 1st ultimo, and for despatch, overlaid on the 8th ultimo.

Table with columns: FOR, PER, DATE. Lists shipping schedules for various routes including Hongkong, Shanghai, and Europe.

"THE LANCET" 28TH FEBRUARY, 1908. REGARDING JOHNSTONE'S M.P. PURE MALT WHISKIES. WILLIAM GRANT & SONS, LTD., THE GLENFIDDICH DISTILLERY, DUFFTOWN, N.B.

Table with columns: TO-DAY, COMMERCIAL, EXCHANGE, CLOSING QUOTATIONS. Includes financial data and exchange rates.

The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO THE MAN OF TASTE. IN 50'S & 100'S HERMETICALLY SEALED BOXES AT \$4.20 AND \$2.80 PER 100 FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, JANUARY 5TH, 1910.

Table with columns: STOCKS, NO. OF SHARES, VALUE, PAID UP, CLOSING QUOTATIONS. Lists various stocks and their market values.

VISITORS AT HOTELS.

Table listing names of visitors at hotels, organized by hotel.

VESSELS EXPECTED.

Table listing expected vessels, including ship names, companies, and arrival dates.

PASSENGERS.

Table listing passengers on various ships, including names and ship details.

STEAMERS PASSED THE CANAL.

Table listing steamers that passed the canal, including ship names and dates.

ARRIVALS AT HOME.

Table listing arrivals at home, including ship names and dates.

MUNZER & FILS, BORDEAUX.

CLARETS AND COGNACS.

HUGO C. A. FROMM, HAMBURG.

IN PREPARATION THE DIRECTORY AND CHRONICLE FOR 1910. Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.